

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
002 Eastern (Lincoln)	07	600299B P1	<u>US 2/ROCKLYN ROAD TO DAVENPORT-PAVING</u> Beginning west of Davenport at Rocklyn Road and continuing 5.36 miles to Davenport on US 2, this project preserves the pavement and extends the service life by paving with asphalt concrete pavement and restoring basic safety features to maintain safe operations of the highway.	WEST OF DAVENPORT	(245.40)	(250.76)										
			Funded	Design (PE)	Sep-00	Dec-02	122								122	*
				Construction	Nov-02	Jul-03	1,012	30							1,042	+/-20%
							1,134	30							1,164	
US 2/ROCKLYN ROAD TO DAVENPORT-PAVING (Total)							1,134	30							1,164	
002 Eastern (Lincoln)	07	600225D P2	<u>US 2/BNRR BRIDGE 2/516 O'XING DECK REHAB</u> This project on US 2 over the BNRR tracks just west of Davenport, will consist of removing the existing ACP from the Bridge 2/516 deck, hydromilling the deck, deck repair, and then overlaying the bridge with a modified concrete overlay to preserve the structural integrity of the bridge.	WEST OF SPOKANE	(251.81)	(251.86)										
			Funded	Design (PE)	Jan-02	Jan-04	61	19							80	*
				Construction	Dec-03	Aug-04		390							390	+/-40%
							61	409							470	
US 2/BNRR BRIDGE 2/516 O'XING DECK REHAB (Total)							61	409							470	
002 Eastern (Lincoln)	07	600226B P3	<u>US 2/REARDAN WEIGH STATION REHAB</u> Rehabilitate existing weigh station at Reardan on US 2, by widening existing pavement to the south and providing angle parking. This project also includes; illumination for the scale house and relocating electronic platform signs for weighing.	CITY OF REARDAN	(261.92)	(262.03)										
			Funded	Design (PE)	Oct-01	Dec-02	50								50	*
				Right of Way	Aug-02	Jun-03	11								11	+/-30%
				Construction	Nov-02	Jul-03	226	16							241	+/-30%
							286	16							302	
US 2/REARDAN WEIGH STATION REHAB (Total)							286	16							302	

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002 Eastern (Spokane)	03	600228E P1	<u>US 2/SPOKANE RIVER TO NORTH FOOTHILLS DR</u>  This 3.16 mile project on US 2 (Division Street) in Spokane, extends from Bridge 2/644 to Euclid Avenue and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	SPOKANE	(287.60)	(290.72)		03-05	05-07	07-09	09-11	11-13				
			Funded	Design (PE)	Aug-04	Jun-05		104							104	+/-20%
				Construction	May-05	Nov-05		15	1,395						1,410	+/-20%
								119	1,395						1,514	
			US 2/SPOKANE RIVER TO NORTH FOOTHILLS DR (Total)					119	1,395						1,514	
002 Eastern (Spokane)	06	600229O P1	<u>US 2/HOUSTON AVE TO CENTER ROAD - PAVING</u>  This 4.99 mile project on US 2 (Division Street) in Spokane, extends from Houston Avenue to Center Road and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	SPOKANE	(291.31)	(296.30)										
			Funded	Design (PE)	Aug-04	Jun-05		226							226	+/-20%
				Construction	May-05	Nov-05		18	3,041						3,059	+/-20%
								245	3,041						3,286	
			US 2/HOUSTON AVE TO CENTER ROAD - PAVING (Total)					245	3,041						3,286	
020 Eastern (Ferry)	07	602030C P1	<u>SR 20/REPUBLIC TO WALKER HILL RD</u>  This project will extend the service life of the existing pavement by applying a Fog Seal to the roadway on SR 20 from Republic to approximately 9.54 miles east to Walker Hill Road.	EAST OF REPUBLIC	(302.35)	(311.96)										
			Funded	Construction	Dec-03	Sep-04		40							40	+/-20%
								40							40	
			SR 20/REPUBLIC TO WALKER HILL RD (Total)					40							40	

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020 Eastern (Ferry)	07	602099A P1	<u>SR 20/REPUBLIC TO WALKER HILL RD-PAVING</u> This project extends east of Republic 9.58 miles and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	EAST OF REPUBLIC	(302.35)	(311.96)										
			Funded	Design (PE)	Jan-00	Jun-01	369								369	*
				Construction	May-01	Nov-03	2,351	77						249	2,677	+/-20%
							2,720	77						249	3,046	
			SR 20/REPUBLIC TO WALKER HILL RD-PAVING (Total)				2,720	77						249	3,046	
020 Eastern (Ferry)	07	602031B P1	<u>SR 20/WALKER HILL ROAD TO JCT US 395</u> This project will extend the service life of the existing pavement by applying a Fog Seal on SR 20 beginning approximately 4.8 miles east of Republic at the Okanogan County Line and continuing east 29 miles to Graves Mountain Road.	EAST OF REPUBLIC	(311.96)	(342.08)										
			Funded	Construction	Nov-03	Aug-04		131							131	+/-20%
								131							131	
			SR 20/WALKER HILL ROAD TO JCT US 395 (Total)					131							131	
020 Eastern (Stevens)	07	602037E P1	<u>SR 20/SPRUCE CANYON RD TO MILL CREEK RD</u> This project will extend the service life of the existing pavement by applying a Fog Seal to the roadway east of Colville on SR 20 from Spruce Canyon Road approximately 6.32 miles to Mill Creek.	EAST OF COLVILLE	(372.84)	(379.16)										
			Funded	Construction	Nov-03	Aug-04		27							27	+/-20%
								27							27	
			SR 20/SPRUCE CANYON RD TO MILL CREEK RD (Total)					27							27	

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020 Eastern (Pend Oreille)	07	602039D P1	<u>SR 20/TIGER TO RUBY MOUNTAIN - PAVING</u>	SOUTH OF IONE	(390.41)	(404.41)										
This 14.00 mile project south of Ione on SR 20 extends from Tiger to Ruby Mountain and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and Cold-In-Place Recycle and restores the basic safety features to maintain safe operations of the highway.																
			Funded	Design (PE)	Sep-04	Jun-05		254							254	+/-20%
				Construction	May-05	Nov-05		22	3,672						3,694	+/-20%
								276	3,672						3,948	
SR 20/TIGER TO RUBY MOUNTAIN - PAVING (Total)								276	3,672						3,948	
020 Eastern (Pend Oreille)	07	602040C P1	<u>SR 20/RUBY MOUNTAIN TO METCALF LAKE</u>	NORTH OF NEWPORT	(404.41)	(412.00)										
This 7.5 mile project on SR 20 north of Newport extends from Ruby Mountain to Metcalf Lake and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.																
			Funded	Design (PE)	Jan-02	Mar-03	122								122	*
				Construction	Feb-03	Oct-03	623	994							1,617	+/-20%
							745	994							1,739	
SR 20/RUBY MOUNTAIN TO METCALF LAKE (Total)								745	994						1,739	
020 Eastern (Pend Oreille)	07	602041B P1	<u>SR 20/METCALF LAKE TO PEND OREILLE MILL</u>	NORTHWEST OF NEWPORT	(412.00)	(422.92)										
This 10.89 mile project northwest of Newport on SR 20 extends from Metcalf Lake to the Pend Oreille Mill and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.																
			Funded	Design (PE)	May-05	Jun-06		12	211						223	+/-20%
				Construction	May-06	Nov-06			3,319						3,319	+/-20%
								12	3,530						3,542	
SR 20/METCALF LAKE TO PEND OREILLE MILL (Total)								12	3,530						3,542	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future							
020 Eastern (Pend Oreille)	07	602041D P1	<u>SR 20/METCALF LAKE TO NEWPORT - BST</u>	NEWPORT NORTH	(412.00)	(436.91)														
			This 24.83 mile project on SR 20 northwest of Newport extends from Metcalf Lake to Newport and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.																	
			Funded				Construction	Nov-03	Aug-04	555			555	+/-20%						
										555		555								
			SR 20/METCALF LAKE TO NEWPORT - BST (Total)							555		555								
021 Eastern (Adams)	09	602102F P1	<u>SR 21/LIND TO I-90 - BST</u>	SW OF RITZVILLE	(24.77)	(37.71)														
			This 12.01 mile project on SR 21 southwest of Ritzville extends from the junction with US 395 to I-90 and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.																	
			Funded				Construction	Nov-03	Aug-04	378			378	+/-20%						
										378		378								
			SR 21/LIND TO I-90 - BST (Total)							378		378								
021 Eastern (Lincoln)	07	602109C P1	<u>SR 21/JCT SR 174 TO KELLER FERRY - BST</u>	NORTH OF WILBUR	(92.95)	(106.65)														
			This 13.70 mile project on SR 21 north of Wilbur extends from the junction with SR 174 to the Keller Ferry and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.																	
			Funded				Construction	Nov-03	Aug-04	290			290	+/-20%						
										290		290								
			SR 21/JCT SR 174 TO KELLER FERRY - BST (Total)							290		290								

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future			
021 Eastern (Ferry)	07	602110G P1	<u>SR 21/KELLER FERRY TO JCT SR 20 - BST</u>	N OF KELLER FERRY	(106.66)	(160.10)										
			This 53.44 mile project north of Keller Ferry on SR 21 extends from the Keller Ferry to the junction with sR 20 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.													
			Funded				Construction	Dec-03	Sep-04							
										1,133					1,133	+/-20%
										1,133					1,133	
SR 21/KELLER FERRY TO JCT SR 20 - BST (Total)								1,133						1,133		
021 Eastern (Ferry)	07	602113A P2	<u>SR 21/SAN POIL BR 21/311 SCOUR REPAIR</u>	SOUTH OF REPUBLIC	(130.74)	(130.75)										
			This project 29.15 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/311.													
			Funded				Design (PE)	Feb-03	Jan-04	4	11				15	+/-30%
							Construction	Dec-03	Sep-04		72				72	+/-30%
										4	83				87	
SR 21/SAN POIL BR 21/311 SCOUR REPAIR (Total)								4	83					87		
021 Eastern (Ferry)	07	602113B P2	<u>SR 21/SAN POIL BR 21/312 SCOUR REPAIR</u>	SOUTH OF REPUBLIC	(131.62)	(131.63)										
			This project 28.27 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/312.													
			Funded				Design (PE)	Feb-03	Jan-04	4	11				15	+/-30%
							Construction	Dec-03	Sep-04		72				72	+/-30%
										4	83				87	
SR 21/SAN POIL BR 21/312 SCOUR REPAIR (Total)								4	83					87		

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021 Eastern (Ferry)	07	602114H P2	<u>SR 21/SAN POIL BR 21/322 SCOUR REPAIR</u>	SOUTH OF REPUBLIC	(147.62)	(147.63)									
This project 12.27 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/322.															
			Funded	Design (PE)	Feb-03	Jan-04	4	11						15	+/-30%
				Construction	Dec-03	Sep-04		72						72	+/-30%
							4	83						87	
SR 21/SAN POIL BR 21/322 SCOUR REPAIR (Total)							4	83						87	
021 Eastern (Ferry)	07	602114J P2	<u>SR 21/SAN POIL BR 21/323 SCOUR REPAIR</u>	SOUTH OF REPUBLIC	(148.45)	(148.46)									
This project 11.44 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/323.															
			Funded	Design (PE)	Feb-03	Jan-04	4	11						15	+/-30%
				Construction	Dec-03	Sep-04		72						72	+/-30%
							4	83						87	
SR 21/SAN POIL BR 21/323 SCOUR REPAIR (Total)							4	83						87	
021 Eastern (Ferry)	07	602115F P3	<u>SR 21/GOLDEN HARVEST CRK-REPLACE CULVERT</u>	SOUTH OF REPUBLIC	(155.04)	(155.08)									
This project 4.84 miles south of Republic on SR 21 will improve the drainage by replacing a structurally deficient culvert with a new culvert.															
			Funded	Design (PE)	Aug-01	Nov-02	73							73	*
				Construction	Oct-02	Aug-03	109	98						207	+/-30%
							182	98						280	
SR 21/GOLDEN HARVEST CRK-REPLACE CULVERT (Total)							182	98						280	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future			
021 Eastern (Ferry)	07	602116C P1	<u>SR 21/JCT SR 20 TO CANADA - BST</u>  This 28.57 mile project on SR 21 north of Republic extends from the junction with SR 20 to the Canadian Border and is part of the 2003 chip seal, which will Extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NORTH OF REPUBLIC	(162.73)	(191.34)										
				Funded	Construction	Nov-03	Aug-04		981					981	+/-20%	
											981				981	
				SR 21/JCT SR 20 TO CANADA - BST (Total)							981				981	
023 Eastern (Lincoln)	07	602305G P1	<u>SR 23/LORDS CREEK RD TO JCT SR 28 - BST</u>  This 11.98 mile project on SR 23 southeast of Harrington extends from Lords Creek Road to the junction with SR 28 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	SE OF HARRINGTON	(53.99)	(66.01)										
				Funded	Construction	Dec-03	Sep-04		275					275	+/-20%	
											275				275	
				SR 23/LORDS CREEK RD TO JCT SR 28 - BST (Total)							275				275	
025 Eastern (Lincoln)	07	602501I P1	<u>SR 25/B REINHOLD RD TO SPOKANE RIVER-BST</u>  This 6.14 mile project north of Davenport on SR 25 extends from B. Reinhold Road to the Spokane River and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NORTH OF DAVENPORT	(17.21)	(23.35)										
				Funded	Construction	Nov-03	Aug-04		130					130	+/-20%	
											130				130	
				SR 25/B REINHOLD RD TO SPOKANE RIVER-BST (Total)							130				130	



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								03-05	05-07	07-09	09-11	11-13						
025 Eastern (Stevens)	07	602504C P2	<u>SR 25/HUNTER CRK BR 25/103.25 SCOUR</u> NORTH OF DAVENPORT  This project 4.2 miles north of Fruitland on SR 25 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 25/103.25.															
				Funded	Design (PE)	Oct-01	Dec-02	114						114	*			
					Construction	Nov-02	Oct-03	356	16					372	+/-20%			
								470	16					486				
SR 25/HUNTER CRK BR 25/103.25 SCOUR (Total)							470	16					486					
025 Eastern (Stevens)	07	602508L P1	<u>SR 25/SR 395 TO GOLD HILL-PAVING</u> KETTLE FALLS NORTH  This 2.21 mile project north of Kettle Falls from US 395 to Milepost 83.36 south of Marcus, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.															
				Funded	Design (PE)	Oct-99	Jan-04	50						50	*			
					Construction	Nov-02	Aug-03	303	17					320	+/-20%			
								353	17					370				
				SR 25/SR 395 TO GOLD HILL-PAVING (Total)							353	17					370	
025 Eastern (Stevens)	07	602508D P1	<u>SR 25/GOLD HILL TO BOSSBURG-PAVING</u> N OF KETTLE FALLS  This 10.9 mile project on SR 25 north of Kettle Falls preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.															
				Funded	Design (PE)	Aug-01	Dec-02	157						157	*			
					Construction	Nov-02	Jul-03	2,050	30					2,080	+/-20%			
								2,207	30					2,237				
				SR 25/GOLD HILL TO BOSSBURG-PAVING (Total)							2,207	30					2,237	

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025 Eastern (Stevens)	07	602509F P1	<u>SR 25/BOSSBURG ROAD VICINITY - SAFETY</u> N OF KETTLE FALLS		(94.30)	(102.00)									
This project on SR 25 north of Kettle Falls begins in the vicinity of Bossburg Road and extends 7.0 miles and provides safety restoration by removing concrete post guardrail and installing guardrail on a companion Bituminous Surface Treatment project done under the 2001 chip seal.															
			Funded	Design (PE)	Aug-01	Dec-02	86							86	+/-30%
				Construction	Nov-02	Jul-03	483	20						503	+/-30%
							568	20						588	
SR 25/BOSSBURG ROAD VICINITY - SAFETY (Total)							568	20						588	
025 Eastern (Stevens)	07	602509G P1	<u>SR 25/BOSSBURG ROAD TO CANADA - PAVING</u> N OF KETTLE FALLS		(94.30)	(121.23)									
This 26.63 mile project north of Kettle Falls on SR 25 extends from Bossburg Road to the Canadian Border and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.															
			Funded	Design (PE)	May-05	Jun-06		19	330					350	+/-20%
				Construction	May-06	Nov-06			4,845					4,845	+/-20%
								19	5,175					5,195	
SR 25/BOSSBURG ROAD TO CANADA - PAVING (Total)								19	5,175					5,195	
026 Eastern (Whitman)	09	602612D P3	<u>SR 26/UNION FLAT CREEK-IMPROVE DRAINAGE</u> WEST OF COLFAX		(125.26)	(125.89)									
This project on SR 26 west of Colfax will stabilize the roadway structure by reconstructing approximately 1200 lineal feet of creek channel away from the roadway and constructing check dams to slow the flow of the creek and armor the roadway prism.															
			Funded	Design (PE)	Jul-02	Jan-04	30	12						42	*
				Right of Way	Mar-03	Mar-04	4	7						10	+/-20%
				Construction	Dec-03	Aug-04		132						132	+/-20%
							33	151						185	
SR 26/UNION FLAT CREEK-IMPROVE DRAINAGE (Total)							33	151						185	

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								03-05	05-07	07-09	09-11	11-13			
026 Eastern (Whitman)	09	602613C P2	<u>SR 26/PALOUSE RIVER BR 26/285</u>  This .12 mile project in the vicinity of Colfax on SR 26 replaces a structurally deficient existing bridge with a new one.	COLFAX VICINITY	(132.94)	(133.06)									
				Funded	Design (PE)	Apr-92	Sep-07	639	52					691	*
					Right of Way	Sep-06	Dec-07			45	21			66	+/-30%
					Construction	Aug-07	Nov-08				6,954			6,954	+/-30%
								639	52	45	6,975			7,711	
			SR 26/PALOUSE RIVER BR 26/285 (Total)					639	52	45	6,975			7,711	
027 Eastern (Whitman)	09	602700E P1	<u>SR 27/JCT US 195 TO PALOUSE-ALBION ROAD</u>  This 11.08 mile project in Pullman on SR 27 extends from the junction with US 195 to the Palouse-Albion Road and preserves and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety to maintain safe operations of the highway.	PULLMAN	(0.00)	(8.87)									
				Funded	Design (PE)	Jan-04	Jun-05		229					229	+/-20%
					Construction	May-05	Nov-05		18	3,076				3,094	+/-20%
									246	3,076				3,323	
			SR 27/JCT US 195 TO PALOUSE-ALBION ROAD (Total)						246	3,076				3,323	
027 Eastern (Whitman)	09	602701G P1	<u>SR 27/PALOUSE TO GARFIELD - BST</u>  This 9.11 mile project north of Pullman on SR 27 extends from Cannon Street in Palouse to Manring Street in Garfield and is part of the 2003 chip seal, which will extend the service life of existing pavement by applying a Bituminous Surface Treatment.	NORTH OF PULLMAN	(15.72)	(24.78)									
				Funded	Construction	Nov-03	Aug-04		182					182	+/-20%
									182					182	
			SR 27/PALOUSE TO GARFIELD - BST (Total)						182					182	

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028 Eastern (Lincoln)	07	602811G P1	<u>SR 28/HARRINGTON TO DAVENPORT - PAVING</u> This 12.98 mile project on SR 28 extends from Harrington to Davenport and preserves the pavement and extends the service life by paving with Cold-in-Place Recycle and restores the basic safety features to maintain safe operations of the highway.	SOUTH OF DAVENPORT	(117.70)	(130.68)										
			Funded	Design (PE)	Aug-03	Jun-04		246							246	+/-30%
				Construction	May-04	Oct-04		3,248							3,248	+/-20%
								3,494							3,494	
			SR 28/HARRINGTON TO DAVENPORT - PAVING (Total)					3,494							3,494	
031 Eastern (Pend Oreille)	07	603100B P1	<u>SR 31/TIGER TO PEND OREILLE RIVER BR-BST</u> This 14.07 mile project south of Metaline Falls on SR 32 extends from Tiger to the Pend Orielle River Bridge and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	S OF METALINE FALLS	(0.00)	(14.07)										
			Funded	Construction	Dec-03	Sep-04		277							277	+/-20%
								277							277	
			SR 31/TIGER TO PEND OREILLE RIVER BR-BST (Total)					277							277	
031 Eastern (Pend Oreille)	07	603101E P2	<u>SR 31/PEND OREILLE RIVER BR 31/36 REPAIR</u> Repair and overlay the existing bridge deck over the Pend Oreille River in Metaline Falls on SR 31 to preserve the structural integrity.	METALINE FALLS	(14.07)	(14.20)										
			Funded	Design (PE)	Mar-99	Aug-05	49	8	3						60	*
				Construction	Jul-05	Aug-06			729						729	+/-20%
							49	8	731						788	
			SR 31/PEND OREILLE RIVER BR 31/36 REPAIR (Total)				49	8	731						788	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands					Total Cost	Estimate Confidence Range				
					Begin Date	End		03-05	05-07	07-09	09-11	11-13			Future			
031 Eastern (Pend Oreille)	07	603199A I3	<u>SR 31/METALINE FALLS TO INT'L BORDER</u>															
			METALINE FALLS NORTH	(14.07)	(26.79)													
			Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions.															
			Funded	Design (PE)	Jun-00	Jan-04	1,250						1,250	*				
				Right of Way	Oct-01	Oct-03	100						100	*				
										1,350				1,350				
			New Revenue (Referendum 51)								150				150	*		
				Design (PE)	Jul-03	Jan-04												
				Right of Way	Jun-03	Feb-04	7		383				390	+/-30%				
				Construction	Jan-04	Nov-05			7,332	7,668			15,000	+/-30%				
										7	7,864	7,668		15,540				
SR 31/METALINE FALLS TO INT'L BORDER (Total)							1,358	7,864	7,668			16,890						
031 Eastern (Pend Oreille)	07	603102A P2	<u>SR 31/SLATE CREEK BR 31/042 DECK REHAB</u>															
			NE OF COLVILLE	(21.04)	(21.08)													
			Repair and overlay the existing bridge deck to preserve the structural integrity of the bridge 8.79 miles north of Metaline Falls on SR 31.															
			Funded	Design (PE)	Oct-02	Aug-05	40	8	3				51	+/-30%				
				Construction	Jul-05	Aug-06			265				265	+/-30%				
										40	8	268		316				
			SR 31/SLATE CREEK BR 31/042 DECK REHAB (Total)							40	8	268			316			
			090 Eastern (Adams)	09	609023A P3	<u>TOKIO WEIGH-IN-MOTION FACILITY</u>												
						EAST OF RITZVILLE	(230.00)	(232.00)										
						Upgrade weigh facility by installing sensors and advance signing eastbound and westbound at the Tokio Weigh Station on I-90 approximately ten miles east of Ritzville.												
						Funded	Design (PE)	Dec-04	Dec-05		53	47				100	*	
	Construction	Nov-05				Sep-06			686				686	*				
								53	733		786							
TOKIO WEIGH-IN-MOTION FACILITY (Total)								53	733			786						

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
								03-05	05-07	07-09	09-11	11-13				
090 Eastern (Lincoln) (Adams)	07 09	609099C P1	<u>I-90/TOKIO TO LINCOLN COUNTY LINE-PAVING</u> This 7.68 mile project on I-90 from Tokio to the vicinity of the Lincoln County Line, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	EAST OF RITZVILLE	(231.47)	(239.15)										
			Funded	Design (PE)	May-02	Jan-04	122	36							158	+/-20%
				Construction	Dec-03	Sep-04		2,155							2,155	+/-20%
							122	2,191							2,313	
I-90/TOKIO TO LINCOLN COUNTY LINE-PAVING (Total)							122	2,191							2,313	
090 Eastern (Lincoln)	07	609023H P1	<u>I-90/ADAMS COUNTY LINE TO SPOKANE COUNTY</u> This 16.14 mile project on I-90 between the Adams County Line and the Spokane County Line, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	EAST OF RITZVILLE	(239.15)	(255.29)										
			Funded	Design (PE)	Apr-02	Feb-04	303	151							454	*
				Construction	Jan-04	Oct-04		6,183							6,183	+/-20%
							303	6,335							6,637	
I-90/ADAMS COUNTY LINE TO SPOKANE COUNTY (Total)							303	6,335							6,637	
090 Eastern (Lincoln)	07	609042C P3	<u>I-90/SPRAGUE LAKE REST AREA SEWER REHAB</u> This project will repair a torn liner on the sewage lagoon at the Sprague Lake Rest Area east of Ritzville on I-90.	WEST OF SPRAGUE	(241.61)	(242.57)										
			Funded	Design (PE)	Jan-04	Nov-04		65							65	+/-30%
				Construction	Oct-04	Oct-05		218	171						389	+/-30%
								283	171						454	
I-90/SPRAGUE LAKE REST AREA SEWER REHAB (Total)								283	171						454	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
090 Eastern (Spokane)	07 09	609025E P1	<u>I-90/LINCOLN COUNTY LINE TO SALNAVE ROAD</u> This 10.55 mile project on I-90 from the Lincoln County Line to Salnave Road preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	WEST OF SPOKANE	(255.29)	(265.84)										
			Funded	Design (PE)	Nov-01	Dec-04	269	27							296	*
				Construction	Nov-04	Nov-05		3,130	995						4,125	+/-20%
							269	3,157	995						4,421	
I-90/LINCOLN COUNTY LINE TO SALNAVE ROAD (Total)							269	3,157	995						4,421	
090 Eastern (Spokane)	06 09	609026E P1	<u>I-90/SALNAVE ROAD TO GEIGER ROAD-PAVING</u> This 9.71 mile project on I-90 from Salnave Road to Geiger Rd preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway and will be constructed in conjunction with safety project 609026H.	WEST OF SPOKANE	(265.84)	(275.55)										
			Funded	Design (PE)	Dec-01	Jan-04	395	23							418	*
				Construction	Dec-03	Sep-04		3,568							3,568	+/-20%
							395	3,591							3,986	
I-90/SALNAVE ROAD TO GEIGER ROAD-PAVING (Total)							395	3,591							3,986	
090 Eastern (Spokane)	06 09	609026H I2	<u>I-90/SALNAVE RD TO VIC GEIGER RD SAFETY</u> This 9.71 mile Interstate Safety project on I-90 from the vicinity of Salnave Road to the vicinity of Geiger Road improves roadway geometrics and safety elements to improve traffic operations and reduce the number and severity of accidents and will be constructed in conjunction with paving project 609026E.	WEST OF SPOKANE	(265.84)	(275.55)										
			Funded	Design (PE)	Dec-01	Jan-04	50	1							51	*
				Construction	Dec-03	Sep-04		405							405	+/-30%
							50	406							456	
I-90/SALNAVE RD TO VIC GEIGER RD SAFETY (Total)							50	406							456	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
090 Eastern (Spokane)	06	609047F I2	<b><u>I-90/GEIGER ROAD TO US 2 MEDIAN BARRIER</u></b>	SPOKANE	(275.35)	(277.72)										
			Install 2.4 miles of Precast Median Barrier in an effort to prevent errant vehicles from crossing the median and entering into opposing lanes of traffic, thus reducing the number of serious injury accidents and/or fatalities on this section of I-90 approximately 3.2 miles west of the Spokane City limits. R51 funds will be used for this project.													
			New Revenue (Referendum 51)	Design (PE)	Nov-02	May-03	101								101	+/-20%
				Construction	Apr-03	Nov-03	188	461							649	+/-20%
							289	461							750	
			I-90/GEIGER ROAD TO US 2 MEDIAN BARRIER (Total)				289	461							750	
090 Eastern (Spokane)	06	609099Q I2	<b><u>I-90/GEIGER TO US 195 - ITS</u></b>	SPOKANE	(276.00)	(279.50)										
			Install closed circuit television cameras at approximately 6 locations along I-90 in the Sunset Hill area and between Geiger and US 2. The project also installs 6 Data Collection Stations in the same vicinity and a fiber optic line encompassing the full length of the project to operate the cameras and data collection stations; including a line to include the WSP office near Geiger. This project will be funded using Spokane Regional Transportation Council's Congestion Management Air Quality (CMAQ) federal funds and will provide congestion reduction capabilities, which will significantly benefit air quality and will add capacity by making the existing roadway system more efficient.													
			Funded	Design (PE)	Aug-03	Jun-05		250							250	+/-20%
								250							250	
			I-90/GEIGER TO US 195 - ITS (Total)					250							250	
090 Eastern (Spokane)	03 04 06	609099F I2	<b><u>I-90/US 195 TO PINES ITS</u></b>	SPOKANE	(279.50)	(290.50)										
			Install closed circuit television cameras at approximately 12 locations along I-90 between US 195 Interchange and Sullivan Road Interchange, a Dynamic Message Sign at the vicinity of Custer Pedestrian Bridge, and Fiber Optic Communications from the Spokane Regional Traffic Management Center to the Argonne Interchange. This project will be funded by Congestion Management Air Quality (CMAQ) federal funds from the Spokane Regional Transportation Council and will provide congestion reduction capabilities, which will significantly benefit air quality and will add capacity by making the existing roadway system more efficient.													
			Funded	Design (PE)	Jul-99	Jan-04	520	25							545	*
				Construction	Dec-03	Oct-04		2,668							2,668	+/-30%
							520	2,693							3,213	
			I-90/US 195 TO PINES ITS (Total)				520	2,693							3,213	



## Eastern Region

### Project Under Way

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
090 Eastern (Spokane)	04	609029V II	<b><u>I-90/ARGONNE ROAD TO PINES ROAD-WIDEN</u></b>  This 2.07 mile project on I-90 in Spokane from Argonne Rd to Pines Rd improves mobility and capacity by constructing additional lanes eastbound and westbound and will be constructed in conjunction with project 609029I.	SPOKANE VALLEY	(287.98)	(290.05)										
			Funded	Design (PE)	Jul-98	Dec-02	740								740	*
				Right of Way	Oct-01	Jun-03	575								575	*
							1,315								1,315	
			New Revenue (Referendum 51)	Construction	Nov-02	Nov-05	1,954	14,801							16,755	+/-20%
							1,954	14,801							16,755	
			I-90/ARGONNE ROAD TO PINES ROAD-WIDEN (Total)				3,270	14,801							18,070	
090 Eastern (Spokane)	04	609029I II	<b><u>I-90/PINES ROAD TO SULLIVAN ROAD-WIDEN</u></b>  This 2.11 mile project on I-90 in Spokane between Pines Rd and Sullivan Rd improves mobility by adding additional lanes eastbound and westbound and will be constructed in conjunction with project 609029V.	SPOKANE VALLEY	(290.05)	(292.16)										
			Funded	Design (PE)	Jul-98	Dec-02	740								740	*
							740								740	
			New Revenue (Referendum 51)	Construction	Nov-02	Nov-05	1,954	14,801							16,755	+/-20%
							1,954	14,801							16,755	
			I-90/PINES ROAD TO SULLIVAN ROAD-WIDEN (Total)				2,694	14,801							17,495	
090 Eastern (Spokane)	04	609049C PI	<b><u>I-90/SULLIVAN ROAD TO IDAHO- PAVING</u></b>  This 7.66 mile project east of Spokane on I-90 extends from the Sullivan Road Interchange to the Idaho State Line and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	EAST OF SPOKANE	(292.16)	(299.82)										
			Funded	Design (PE)	Jul-03	May-04	298								298	+/-20%
				Construction	Apr-04	Oct-04	3,940								3,940	+/-20%
							4,238								4,238	
			I-90/SULLIVAN ROAD TO IDAHO- PAVING (Total)				4,238								4,238	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
090 Eastern (Spokane)	04	609049D I2	<u>I-90/SULLIVAN-STATE LINE MEDIAN BARRIER</u>  Install 7 miles of Cable Median Barrier in an effort to prevent errant vehicles from crossing the median and entering into opposing lanes of traffic, thus reducing the number of serious accidents and/or fatalities on this section of I-90 from Sullivan Road in Spokane to the Idaho State Line. R51 funds will be used for this project.	SPOKANE	(292.16)	(299.15)										
			New Revenue (Referendum 51)	Design (PE)	Nov-02	Dec-03	75	55							130	+/-20%
				Construction	Nov-03	Aug-04		847							847	+/-20%
							75	902							977	
			I-90/SULLIVAN-STATE LINE MEDIAN BARRIER (Total)				75	902							977	
090 Eastern (Spokane)	04	609099H P3	<u>SPOKANE POE WEIGH-IN-MOTION</u>  Upgrade weigh facility by installing sensors and advance signing on I-90 westbound at the Spokane Point of Entry Weigh Station at the Idaho State Line.	EAST OF SPOKANE	(298.80)	(299.82)										
			Funded	Design (PE)	Jan-04	Sep-05		43	7						50	*
				Construction	Aug-05	Aug-06			341						341	*
								43	348						391	
			SPOKANE POE WEIGH-IN-MOTION (Total)					43	348						391	
127 Eastern (Whitman)	09	612701K P1	<u>SR 127/CENTRAL FERRY TO CHURCH HILL ROAD</u>  This project on SR 127 begins at Central Ferry and extends eight miles north, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	SOUTHWEST OF COLFAX	(10.00)	(18.00)										
			Funded	Design (PE)	Apr-02	Jan-04	89	31							120	*
				Construction	Dec-03	Aug-04		1,633							1,633	+/-20%
							89	1,664							1,753	
			SR 127/CENTRAL FERRY TO CHURCH HILL ROAD (Total)				89	1,664							1,753	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
								03-05	05-07	07-09	09-11	11-13			
174 Eastern (Lincoln)	07	617402E P1	<u>SR 174/GRANT CO LINE TO JCT SR 21 - BST</u> SE OF COULEE DAM  This 17.26 mile project southeast of Coulee Dam on SR 174 extends from the Grant County Line to the junction with SR 21 and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.		(23.38)	(40.66)									
			Funded	Construction	Nov-03	Aug-04		399						399	+/-20%
								399						399	
			SR 174/GRANT CO LINE TO JCT SR 21 - BST (Total)					399						399	
195 Eastern (Spokane) (Whitman)	09	619501T P3	<u>US 195/PLUG AND RUN TRUCK WEIGHING SITE</u> SOUTH OF SPOKANE  This project on US 195 in the vicinity of the Spokane/Whitman County Line will construct a new weigh station facility for northbound and southbound trucks and will provide access to US 195, a vehicle standing area, Portland Cement Concrete approach slabs, and various electrical improvements. The scales will be installed separately by the Washington State Patrol.		(51.65)	(84.00)									
			Funded	Design (PE)	Aug-02	Mar-03	75							75	+/-30%
				Right of Way	Sep-02	Jun-03	27							27	+/-30%
				Construction	Feb-03	Oct-03	390	205						595	+/-30%
							491	205						696	
			US 195/PLUG AND RUN TRUCK WEIGHING SITE (Total)					491	205					696	
195 Eastern (Spokane) (Whitman)	09	619506E P1	<u>US 195/JCT SR 271 TO VIC PLAZA RD-PAVING</u> SOUTH OF SPOKANE  This 7.79 mile project south of Spokane on US 195 extends from the junction with SR 271 to the vicinity of Plaza Road. This Project extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.		(62.15)	(69.94)									
			Funded	Design (PE)	Jan-05	Jun-06		43	108					151	+/-20%
				Construction	May-06	Nov-06			2,089					2,089	+/-20%
								43	2,196					2,239	
			US 195/JCT SR 271 TO VIC PLAZA RD-PAVING (Total)					43	2,196					2,239	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
195 Eastern (Spokane)	09	619508D P1	<u>US 195/CORNWALL RD TO EXCELSIOR DR-PCCP</u> This 6.84 mile project on US 195 south of Spokane from Cornwall Rd to Excelsior Drive will improve the structural integrity of the roadway by installing dowel bars in the Portland Cement Concrete section and paving the remainder with Asphalt Concrete Pavement. It also restores basic safety features in order to maintain safe operations of the highway.	SOUTH OF SPOKANE	(80.96)	(87.80)									
			Funded	Design (PE)	Dec-01	Feb-03	332							332	*
				Construction	Jan-03	Nov-03	3,818	593						4,410	+/-30%
							4,150	593						4,742	
US 195/CORNWALL RD TO EXCELSIOR DR-PCCP (Total)							4,150	593						4,742	
195 Eastern (Spokane)	06 09	619509A I2	<u>US 195/HATCH ROAD TO I-90</u> This project provides resources to analyze construction of an interchange and frontage roads to improve corridor safety on US 195 from Hatch Road to I-90 for 5.45 miles in Spokane. The Right of Way Funds will be used to reimburse the Advanced Right of Way Bucket for early purchase parcels.	SPOKANE	(90.50)	(95.95)									
			Funded	Design (PE)	Jun-00	Dec-03	1,323							1,323	*
				Right of Way	Jul-03	Dec-03		272						272	+/-40%
							1,323	272						1,594	
US 195/HATCH ROAD TO I-90 (Total)							1,323	272						1,594	
206 Eastern (Spokane)	04	620600E P1	<u>SR 206/BRUCE RD TO MT SPOKANE PARK - BST</u> This 12.78 mile project on SR 206 north of Spokane extends from the vicinity of Bruce Road to Mount Spokane State Park, and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NORTH OF SPOKANE	(2.58)	(15.39)									
			Funded	Construction	Dec-03	Sep-04		766						766	+/-20%
								766						766	
SR 206/BRUCE RD TO MT SPOKANE PARK - BST (Total)								766						766	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Total Cost	Estimate Confidence Range
231 Eastern (Lincoln)	07	623104C P1	<u>2003-05 REGION BST SAFETY RESTORATION</u>  This project provides basic safety restoration under the 2003/05 chip seal project on various routes; including : SR 231, MP 31.41-62.14; SR 21, MP 106.66-162.66 and 168.63-191.34; SR 25, MP 0.17-25.00; and, SR 291, MP 14.31-33.09. Deficient post guardrail shall be replaced for the following specified mileposts; SR 231, MP 43.85-50.32; SR 21, MP 108.44-113.11 and 171.87-189.48; SR 25, MP 4.81-4.92; and, SR 291, MP 16.02-16.06. These routes are included in Ferry, Lincoln, and Stevens counties.	VARIOUS ROUTES	(0.00)	(0.00)								
			Funded	Design (PE)	Sep-03	Jun-04		70					70	+/-30%
				Construction	May-04	Nov-04		926					926	+/-20%
								996					996	
			2003-05 REGION BST SAFETY RESTORATION (Total)					996					996	
261 Eastern (Adams)	09	626104E P1	<u>SR 261/SUTTON RD TO I-90 - BST</u>  This 17.71 mile project on SR 261 extends from Sutton Road to the junction with I-90 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	SOUTH OF RITZVILLE	(44.85)	(62.65)								
			Funded	Construction	Dec-03	Sep-04		405					405	+/-20%
								405					405	
			SR 261/SUTTON RD TO I-90 - BST (Total)					405					405	
270 Eastern (Whitman)	09	627000E I1	<u>SR 270/PULLMAN TO IDAHO STATE LINE</u>  This 5.94 mile project in the Pullman vicinity on SR 270 extends from Johnson Rd to the Idaho State Line and will improve capacity and enhance safety by widening the roadway to provide a four-lane divided highway	PULLMAN VICINITY	(3.95)	(9.89)								
			Funded	Design (PE)	Jul-90	Jul-04	2,555	578					3,133	*
							2,555	578					3,133	
			New Revenue (Referendum 51)	Right of Way Construction	Dec-02 Jul-04	Jun-05 Nov-06	177	5,723					5,900	+/-20%
								2,200	16,900				19,100	+/-20%
							177	7,923	16,900				25,000	
			Additional Revenue Required for Completion	Right of Way	Jul-03	Jun-05		2,173					2,173	+/-20%
								2,173					2,173	
			SR 270/PULLMAN TO IDAHO STATE LINE (Total)					2,733	10,674	16,900			30,307	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
290 Eastern (Spokane)	03	629000I P1	<u>SR 290/DIVISION ST TO RIVERPOINT BLVD</u>	SPOKANE	(0.00)	(0.37)										
This .37 mile project in Spokane on SR 290 extends from Division Street to the Trent Avenue Bridge and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations on the highway.																
Funded				Design (PE)	Aug-04	Jun-05		19							19	+/-20%
				Construction	May-05	Nov-05		5	250						255	+/-20%
								24	250						274	
SR 290/DIVISION ST TO RIVERPOINT BLVD (Total)								24	250						274	
290 Eastern (Spokane)	03	629000E P2	<u>SR 290/TRENT AVENUE BR 290/4 REPLACEMENT</u>	SPOKANE	(0.37)	(0.66)										
This project in Spokane on SR 290 will replace the structurally deficient Trent Avenue bridge with a new bridge.																
Funded				Design (PE)	Jul-93	Aug-01	1,574								1,574	*
				Right of Way	Mar-01	Oct-02	279								279	*
				Construction	Jul-01	Jul-03	10,883	50							10,933	*
								12,737	50						12,787	
SR 290/TRENT AVENUE BR 290/4 REPLACEMENT (Total)								12,737	50						12,787	
290 Eastern (Spokane)	03	629000L I2	<u>SR 290/HELENA STREET-ADD TURN LANE</u>	SPOKANE	(1.10)	(1.22)										
This 0.12 mile project on SR 290 in Spokane will reduce the number and severity of accidents by providing a left-turn lane at Helena Street.																
Funded				Design (PE)	Mar-99	Jan-04	267	41							308	*
				Right of Way	Nov-00	Nov-03	207	30							237	*
				Construction	Dec-03	Oct-04		615							615	+/-20%
								473	686						1,159	
SR 290/HELENA STREET-ADD TURN LANE (Total)								473	686						1,159	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
								03-05	05-07	07-09	09-11	11-13			
290 Eastern (Spokane)	04	629000Q I2	<u>SR 290/FANCHER RD TO SULLIVAN RD-WIDEN</u> This 6.13 mile project in Spokane on SR 290, improves safety in this high accident corridor, by providing a two-way continuous left-turn lane from the vicinity of Fancher Road to the vicinity of Sullivan Road.	SPOKANE VALLEY	(4.24)	(10.37)									
			Funded	Design (PE)	Mar-97	Apr-01	1,149							1,149	*
				Right of Way	Jun-99	Jul-03	2,758	45						2,803	*
				Construction	May-99	Nov-03	8,602	809						9,411	+/-20%
							12,509	854						13,363	
			SR 290/FANCHER RD TO SULLIVAN RD-WIDEN (Total)				12,509	854						13,363	
291 Eastern (Spokane)	06	629199B I2	<u>SR 291/NINE MILE RD SAFETY IMPROVEMENTS</u> This one mile project on SR 291 in the vicinity of Nine Mile Road in Spokane improves safety and reduces the number and severity of traffic accidents by constructing a two-way continuous left-turn lane, realigning the intersection of SR 291 and Rutter Parkway, and constructing left-turn channelization.	NW OF SPOKANE	(8.50)	(9.50)									
			Funded	Design (PE)	Oct-00	Apr-05	401	31						432	*
				Right of Way	Nov-03	Oct-05		270	143					413	+/-20%
				Construction	Mar-05	Nov-05		20	3,600					3,620	+/-20%
							401	321	3,743					4,465	
			SR 291/NINE MILE RD SAFETY IMPROVEMENTS (Total)				401	321	3,743					4,465	
291 Eastern (Stevens)	06 07	629101F P1	<u>SR 291/SPOKANE CO LINE TO WYLIE DR</u> This 3.24 mile project on SR 291 northwest of Spokane extends from the Spokane County Line to Wylie Drive and preserves the pavement and extends the service life by paving with an Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway. This project will be designed and constructed as part of the 2004 chip seal.	NORTHWEST OF SPOKANE	(11.07)	(14.31)									
			Funded	Construction	Dec-03	Sep-04		560						560	+/-20%
								560						560	
			SR 291/SPOKANE CO LINE TO WYLIE DR (Total)					560						560	



## Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Total Cost	Estimate Confidence Range					
					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future							
291 Eastern (Stevens)	07	629101D P1	<u>SR 291/WYLIE DRIVE TO JCT SR 231 - BST</u>																	
			NORTHWEST OF SPOKANE	(14.31)	(33.09)															
			This 18.79 mile project on SR 291 northwest of Spokane extends from Wylie Drive to the junction with SR 231 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.																	
			Funded	Construction	Dec-03	Sep-04		398						398	+/-20%					
								398							398					
SR 291/WYLIE DRIVE TO JCT SR 231 - BST (Total)														398						
395 Eastern (Spokane)	03 04 07	600006A II	<u>NSC- I-90 TO TRENT AVE</u>																	
			SPOKANE	(157.23)	(158.08)															
			This 0.85 mile segment of the North Spokane Corridor improves mobility and increases capacity by extending the northbound four-lane viaduct from Trent Avenue south to Main Street. This project will construct a temporary US 395 crossover in the vicinity of Mission Avenue and from Main Avenue to Second Avenue. Ray Street will be widened; intersections at Sprague Avenue and Ray Street, and Second Avenue and Ray Street will be improved by channelization and signals. Off-ramps will be constructed at the Trent Avenue Interchange and a Pedestrian/Bike Path will also be constructed.																	
			Additional Revenue Required for Completion	Design (PE)	Jan-10	Jan-12				4,756	1,644			6,400	+/-40%					
													43,133	50,389	93,522	+/-40%				
													4,756	44,777	50,389	99,922				
NSC- I-90 TO TRENT AVE (Total)													4,756	44,777	50,389	99,922				
395 Eastern (Spokane)	03 04 07	600008A II	<u>NSC- I-90 TO SPOKANE RIVER/ACCESS CONN</u>																	
			NORTH SPOKANE	(157.23)	(158.89)															
			This 1.66 mile segment of the North Spokane Corridor improves mobility and increases capacity by constructing the southbound viaduct from Main Street to the Spokane River including the Spokane River Bridge. Includes ramps to and from I-90 and the collector distributor. Improvements such as channelization, signalization, and widening at Freya Street and Trent Avenue will also be constructed.																	
			Additional Revenue Required for Completion	Design (PE)	Jan-07	Jan-13				1,564	8,940	8,940	6,556		26,000	+/-40%				
														23,153	358,802	381,955	+/-40%			
													1,564	8,940	8,940	29,709	358,802	407,955		
NSC- I-90 TO SPOKANE RIVER/ACCESS CONN (Total)														1,564	8,940	8,940	29,709	358,802	407,955	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Estimate Total Cost	Confidence Range
03-05	05-07	07-09	09-11	11-13												
395 Eastern (Spokane)	03 04 07	600000A II	<u><b>NORTH SPOKANE CORRIDOR</b></u>	SPOKANE	(157.41)	(167.61)										
This project provides resources for preliminary design, purchase of Right of Way, and provides access control for the new North Spokane Corridor on US 395. Individual sections of the corridor will be designed and constructed under separate projects.																
			Funded	Design (PE)	Apr-90	Aug-03	10,526	200							10,726	*
				Right of Way	Sep-99	Jun-07	32,190								32,190	*
							42,716	200							42,916	
			New Revenue (Referendum 51)	Right of Way	Dec-02	Jun-09	10,000	25,000	20,000	17,000					72,000	+/-30%
							10,000	25,000	20,000	17,000					72,000	
			Additional Revenue Required for Completion	Right of Way	Jul-07	Jul-13				14,000	35,338	34,279	353		83,970	+/-30%
										14,000	35,338	34,279	353		83,970	
			NORTH SPOKANE CORRIDOR (Total)				52,716	25,200	20,000	31,000	35,338	34,279	353		198,886	
395 Eastern (Spokane)	03 04 07	600005A II	<u><b>NSC- TRENT AVE TO FRANCIS AVE</b></u>	SPOKANE	(158.08)	(161.45)										
This 3.37 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by constructing a four lane north bound viaduct from Trent Avenue to the Spokane River including the Spokane River Bridge. Also includes: paving the four northbound lanes to carry two-way traffic from the Spokane River to the median cross-over south of Wellesley Avenue and paving two lanes south and north-bound from the temporary median crossover to Freya Street. Over-crossings will also be constructed at Francis Avenue including the BNR crossings north of Francis. Other facilities include a park and ride lot east of the southern junction of the Market/Haven couplet, and a pedestrian/bike path from Francis Avenue to the Spokane River.																
			Additional Revenue Required for Completion	Design (PE)	Jan-06	Nov-09			1,615	7,452	4,533				13,600	+/-40%
				Construction	Oct-09	Oct-11					191,383	1,001			192,384	+/-40%
									1,615	7,452	195,917	1,001			205,984	
			NSC- TRENT AVE TO FRANCIS AVE (Total)						1,615	7,452	195,917	1,001			205,984	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-05	05-07	07-09	09-11	11-13	03-05	03-05	03-05
395 Eastern (Spokane)	03 04 07	600004A II	<u>NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV.</u>  This 2.75 mile segment of the North Spokane Corridor (NSC) will improve mobility and increase capacity by realigning railroad tracks at the Market/Greene Street crossing and between Garland Avenue and the vicinity of Francis Avenue. The Market/Greene Street/Ilinois Avenue Intersection will be realigned and signalized and a new railroad bridge will be built over the realigned Market/Greene Street. New railroad bridges will be built over Wellesley Avenue, the Wellesley Interchange East on and off ramps, and Francis Avenue. Other components include arterial improvements on Wellesley Avenue from Market Street to Freya Street and on Francis Avenue from Market Street to Freya Street.	SPOKANE	(158.89)	(161.64)									
Additional Revenue Required for Completion				Design (PE)	Jun-06	May-08		1,508	1,292					2,800	+/-40%
				Construction	Apr-08	Nov-09			26,074	9,023				35,097	+/-40%
									1,508	27,366	9,023			37,897	
NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV. (Total)									1,508	27,366	9,023			37,897	
395 Eastern (Spokane)	03 04 07	600007A II	<u>NSC-SPOKANE RIVER TO US 2</u>  This 7.03 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by paving the four southbound lanes of US 395 with Portland Cement Concrete from north of Jackson Street to Garland Avenue and the remaining northbound & southbound lanes from Garland Avenue to the US 2 Interchange.	SPOKANE	(158.89)	(165.92)									
Additional Revenue Required for Completion				Design (PE)	Oct-14	Feb-16							2,400	2,400	+/-40%
				Construction	Jan-16	Nov-17							41,888	41,888	+/-40%
													44,288	44,288	
NSC-SPOKANE RIVER TO US 2 (Total)													44,288	44,288	
395 Eastern (Spokane)	03 04 07	600001A II	<u>NSC-FRANCIS AVENUE TO HAWTHORNE ROAD</u>  This project will improve mobility and increase capacity by constructing a segment of the North Spokane Corridor (NSC) for a four-lane divided highway from the Francis/Freya Interchange to the Park-smith Road Interchange. Also includes paving the northbound on-ramp from Freya Street, the southbound off-ramp to Freya Street, and the improvement of Freya Street from Francis Avenue to Lincoln Road. Overcrossings will be constructed at Freya, Lincoln & Gerlach Roads. Pedestrian/bike path will be constructed through this segment, as well as a park & ride facility at Freya/Wilding Street.	SPOKANE	(161.95)	(164.90)									
Additional Revenue Required for Completion				Design (PE)	Jul-06	Dec-09		3,023	7,113	1,363				11,500	+/-40%
				Construction	Nov-09	Dec-11				102,503	42,397			144,900	+/-40%
									3,023	7,113	103,867	42,397		156,400	
NSC-FRANCIS AVENUE TO HAWTHORNE ROAD (Total)									3,023	7,113	103,867	42,397		156,400	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Estimate Total Cost	Confidence Range
03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07	03-04-07
395 Eastern (Spokane)	03 04 07	600002A II	<u>NSC-HAWTHORNE ROAD TO US 2</u>  This 1.72 mile project on US 395 in Spokane improves mobility by constructing the first segment of the North Spokane Corridor (NSC) to include a four-lane divided highway northbound and southbound from Hawthorne Road to US 2. The first stage of this segment includes grading, constructing a subgrade, and drainage features from Hawthorne Road to US 2. This first stage is funded, but additional revenue is required to complete this project. Other facilities include: a bike path, noise walls, and Intelligent Transportation System Components.	SPOKANE	(164.20)	(165.92)									
			Funded	Design (PE)	Jun-00	Aug-03	2,915	20						2,935	+/-30%
				Construction	Jun-01	Aug-02	4,729							4,729	*
							7,644	20						7,664	
			New Revenue (Referendum 51)	Design (PE)	Oct-03	Jan-06		3,174	926					4,100	+/-30%
				Construction	Jul-03	Oct-07		7,500	43,662	8,838				60,000	+/-30%
								10,674	44,588	8,838				64,100	
			NSC-HAWTHORNE ROAD TO US 2 (Total)				7,644	10,694	44,588	8,838				71,764	
395 Eastern (Spokane)	03 04 07	600003A II	<u>NSC-US 2 TO WANDERMERE VICINITY</u>  This 1.71 mile project on US 395 in Spokane improves mobility and increases capacity by constructing a segment of the North Spokane Corridor (NSC) for four lanes of divided highway northbound & south-bound from US 2 to Wandermere vicinity. Includes realignment of Shady Slope Road and overcrossings over the North Spokane Corridor and US 2. Other facilities include a Pedestrian/Bike Path, Intelligent Transportation Systems components, and a Park and Ride lot south of Farwell Road and east of Cherry Road.	SPOKANE	(165.92)	(167.63)									
			Funded	Design (PE)	Nov-00	Sep-03	400							400	*
							400							400	
			New Revenue (Referendum 51)	Design (PE)	Dec-02	Nov-07	223	1,687	2,461	349				4,720	+/-30%
				Construction	Sep-04	Sep-09		6,227	26,465	30,497	2,500			65,688	+/-30%
							223	7,914	28,926	30,845	2,500			70,408	
			NSC-US 2 TO WANDERMERE VICINITY (Total)				623	7,914	28,926	30,845	2,500			70,808	
395 Eastern (Ferry) (Stevens)	07	639517J II	<u>US 395/N SPOKANE TO CANADA CORRIDOR</u>  This project provides resources for preparing an environmental analysis of the US 395 Corridor from north Spokane to the Canadian Border for a total of 86.5 miles.	SPOKANE NORTH	(183.69)	(270.26)									
			Funded	Design (PE)	May-95	Jun-07	958	206	336					1,500	*
							958	206	336					1,500	
			US 395/N SPOKANE TO CANADA CORRIDOR (Total)				958	206	336					1,500	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
395 Eastern (Stevens)	07	639521A P1	<u>US 395/IMMEL ROAD TO ARDEN-PAVING</u> This 10.26 mile project north of Chewelah on US 395 from Immel Road to Arden preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	NORTH OF CHEWELAH	(212.67)	(222.95)										
			Funded	Design (PE)	Mar-02	Jan-03	247								247	*
				Construction	Mar-02	Oct-03	1,017	2,234							3,252	+/-30%
							1,264	2,234							3,499	
			US 395/IMMEL ROAD TO ARDEN-PAVING (Total)				1,264	2,234							3,499	
395 Eastern (Ferry) (Stevens)	07	639599C P1	<u>US 395/COLVILLE TO COLUMBIA RIVER-PAVING</u> This 11.56 mile project north from Colville to the Columbia River preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway	COLVILLE NORTH	(230.17)	(241.73)										
			Funded	Design (PE)	Oct-99	Jan-04	170								170	*
				Construction	Dec-03	Oct-04		2,529							2,529	+/-15%
							170	2,529							2,698	
			US 395/COLVILLE TO COLUMBIA RIVER-PAVING (Total)				170	2,529							2,698	
395 Eastern (Ferry) (Stevens)	07	639524C I2	<u>US 395/COLUMBIA R BR 395/545 THRIE BEAM</u> Install 0.24 miles of Thrie Beam Guardrail to upgrade the substandard bridge rail system in an effort to contain and redirect errant vehicles on this section of US 395 approximately 2.5 miles west of Kettle Falls.	WEST OF KETTLE FALLS	(241.49)	(241.73)										
			Funded	Design (PE)	Jul-03	Jan-04		34							34	+/-20%
				Construction	Dec-03	Aug-04		195							195	+/-20%
								229							229	
			US 395/COLUMBIA R BR 395/545 THRIE BEAM (Total)					229							229	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
395 Eastern (Ferry)	07	639514E I4	<u>US 395/DEADMAN CRK FISH BARRIER RETROFIT</u> This project north of Kettle Falls on US 395 between Kettle Falls and Orient replaces a culvert to remove the barrier to migratory fish passage.	N OF KETTLE FALLS	(247.72)	(247.82)										
			Funded	Design (PE)	Jan-02	Jan-04	132	30							162	*
				Right of Way	Jul-03	Aug-04		11							11	+/-30%
				Construction	Dec-03	Aug-04		998							998	+/-30%
							132	1,039							1,171	
			US 395/DEADMAN CRK FISH BARRIER RETROFIT (Total)				132	1,039							1,171	
395 Eastern (Ferry)	07	639524J P1	<u>US 395/BOYDS TO CANADA - BST</u> This 21.69 mile project northwest of Kettle Falls on US 395 extends from Boyds to the Canadian Border and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NW OF KETTLE FALLS	(248.54)	(270.26)										
			Funded	Construction	Nov-03	Aug-04		483							483	+/-20%
								483							483	
			US 395/BOYDS TO CANADA - BST (Total)					483							483	
902 Eastern (Spokane)	07 09	690200C P1	<u>SR 902/JCT I-90 TO LAKELAND VILLAGE-BST</u> Extend the service life of 3.70 miles of pavement from the junction of I-90 to Lakeland Village by applying a Bituminous Surface Treatment.	WEST OF MEDICAL LAKE	(0.15)	(3.85)										
			Funded	Construction	Dec-03	Sep-04		78							78	+/-20%
								78							78	
			SR 902/JCT I-90 TO LAKELAND VILLAGE-BST (Total)					78							78	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
Eastern (Whitman)	09	600023B P1	<u>2004 EASTERN REGION CHIP SEAL - PE</u>	VARIOUS ROUTES	(0.00)	(0.00)									
			Provides resources for design work for various routes in the region to extend the service life of the pavement by using a Bituminous Surface Treatment on the 2004 Chip Seal project.												
			Funded	Design (PE)	Jul-03	Jan-04		100					100	+/-20%	
										100				100	
			2004 EASTERN REGION CHIP SEAL - PE (Total)							100				100	
Eastern		695904J I2	<u>EASTERN REGION DIRECT PROJECT SUPPORT</u>	REGION WIDE	(0.00)	(0.00)									
			DPS directly supports the Highway Construction Program. This includes expenditures that could be charged to a number of projects; all projects in general; or charges of less than two hours to a single project. These charges are accumulated in DPS to simplify cost accounting for support activities such as development of standard plans or policies that apply to all projects.												
			Funded	Design (PE)	Jul-97	Jun-05	631	151					782	*	
										631	151			782	
			EASTERN REGION DIRECT PROJECT SUPPORT (Total)							631	151			782	
Eastern		695904L I4	<u>EASTERN REGION DIRECT PROJECT SUPPORT</u>	REGION WIDE	(0.00)	(0.00)									
			DPS directly supports the Highway Construction Program. This includes expenditures that could be charged to a number of projects; all projects in general; or charges of less than two hours to a single project. These charges are accumulated in DPS to simplify cost accounting for support activities such as development of standard plans or policies that apply to all projects.												
			Funded	Design (PE)	Jul-99	Jun-05	48	119					167	*	
										48	119			167	
			EASTERN REGION DIRECT PROJECT SUPPORT (Total)							48	119			167	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
Eastern		695904R P1	<u>EASTERN REGION DIRECT PROJECT SUPPORT</u>	REGIONWIDE	(0.00)	(0.00)									
			DPS directly supports the Highway Construction Program. This includes expenditures that could be charged to a number of projects; all projects in general; or charges of less than two hours to a single project. These charges are accumulated in DPS to simplify cost accounting for support activities such as development of standard plans or policies that apply to all projects.												
			Funded	Design (PE)	Jul-97	Jun-05	2,016	1,704					3,720	*	
							2,016	1,704					3,720		
			EASTERN REGION DIRECT PROJECT SUPPORT (Total)					2,016	1,704				3,720		
Eastern		695904S P3	<u>EASTERN REGION DIRECT PROJECT SUPPORT</u>	REGION WIDE	(0.00)	(0.00)									
			DPS directly supports the Highway Construction Program. This includes expenditures that could be charged to a number of projects; all projects in general; or charges of less than two hours to a single project. These charges are accumulated in DPS to simplify cost accounting for support activities such as development of standard plans or policies that apply to all projects.												
			Funded	Design (PE)	Jul-97	Jun-05	423	70					493	*	
							423	70					493		
			EASTERN REGION DIRECT PROJECT SUPPORT (Total)					423	70				493		
Eastern		695904T II	<u>EASTERN REGION DIRECT PROJECT SUPPORT</u>	REGION WIDE	(0.00)	(0.00)									
			DPS directly supports the Highway Construction Program. This includes expenditures that could be charged to a number of projects; all projects in general; or charges of less than two hours to a single project. These charges are accumulated in DPS to simplify cost accounting for support activities such as development of standard plans or policies that apply to all projects.												
			Funded	Design (PE)	Jul-97	Jun-05	2,251	74					2,325	*	
							2,251	74					2,325		
			EASTERN REGION DIRECT PROJECT SUPPORT (Total)					2,251	74				2,325		



# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
Eastern		699901I I2	<u>PROJECT DEFINITION AND SUMMARY</u>	REGION WIDE	(0.00)	(0.00)										
			Development of scope, schedule, and estimates for future biennium improvement program projects.													
			Funded	Design (PE)	Jul-97	Jun-13	1,741	361	361	361	361	361		3,546	*	
							1,741	361	361	361	361	361		3,546		
			PROJECT DEFINITION AND SUMMARY (Total)					1,741	361	361	361	361	361		3,546	
Eastern		699901P P1	<u>PAVEMENT PROJECT SCOPING</u>	REGIONWIDE	(0.00)	(0.00)										
			Identify the purpose and need of a project, scope of work, including documentation of design decisions and evaluates the potential environmental impacts of a project.													
			Funded	Design (PE)	Feb-96	Jun-13	2,172	876	876	876	876	876		6,552	*	
							2,172	876	876	876	876	876		6,552		
			PAVEMENT PROJECT SCOPING (Total)					2,172	876	876	876	876	876		6,552	
Eastern		699905I P1	<u>ADVANCE PRELIMINARY ENGINEERING</u>	REGIONWIDE	(0.00)	(0.00)										
			Reserve for advance design of preservation program projects.													
			Funded	Design (PE)	Jan-03	Jun-13	180	180	180	180	180	180		1,080	+/-20%	
							180	180	180	180	180	180		1,080		
			ADVANCE PRELIMINARY ENGINEERING (Total)					180	180	180	180	180	180		1,080	
Eastern		699930C P1	<u>EASTERN REGION PVT &amp; SOILS INVESTIGATION</u>	REGIONWIDE	(0.00)	(0.00)										
			Pavement and Soils investigation work - undefined projects.													
			Funded	Design (PE)	Jul-95	Jun-13	600	160	160	160	160	160		1,400	*	
							600	160	160	160	160	160		1,400		
			EASTERN REGION PVT & SOILS INVESTIGATION (Total)					600	160	160	160	160	160		1,400	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
Eastern		699931E P1	<u>EASTERN REGION PIT &amp; QUARRY MGMT PLAN</u>	REGIONWIDE	(0.00)	(0.00)										
			Management of Pits and Quarries.													
				Funded	Design (PE)	Jul-95	1,916	520	520	520	520	520			4,516	+/-20%
					Right of Way	Aug-96	303	56	56	56	56	56			583	+/-20%
							2,219	576	576	576	576	576			5,099	
			EASTERN REGION PIT & QUARRY MGMT PLAN (Total)				2,219	576	576	576	576	576			5,099	
Eastern		699960E P3	<u>EASTERN REGION EMERGENT NEEDS</u>	REGION WIDE	(0.00)	(0.00)										
			Reserve for unplanned emergent not identified													
				Funded	Design (PE)	Jun-95	1,111	85	85	85	85	85			1,536	*
					Right of Way	Jun-96	152	15	15	15	15	15			227	*
					Construction	Dec-95	1,603	300	300	300	300	300			3,103	*
							2,867	400	400	400	400	400			4,867	
			EASTERN REGION EMERGENT NEEDS (Total)				2,867	400	400	400	400	400			4,867	
Eastern		699960P P3	<u>EASTERN REGION REST AREA EMERGENT NEEDS</u>	REGION WIDE	(0.00)	(0.00)										
			Reserve for unplanned emergent work not identified													
				Funded	Construction	Jan-96	228	80	80	80	80	80			628	*
							228	80	80	80	80	80			628	
			EASTERN REGION REST AREA EMERGENT NEEDS (Total)				228	80	80	80	80	80			628	
Eastern		699960S P3	<u>EASTERN UNSTABLE SLOPE MINOR CAPITOL</u>	REGION WIDE	(0.00)	(0.00)										
			Reserve for unplanned emergent work not identified.													
				Funded	Construction	May-96	491	137	137	137	137	137			1,176	*
							491	137	137	137	137	137			1,176	
			EASTERN UNSTABLE SLOPE MINOR CAPITOL (Total)				491	137	137	137	137	137			1,176	

# Highway Construction Capital Improvement & Preservation Program

## Eastern Region

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
Eastern		699960X P3	<b><u>EASTERN REGION RIGHT OF WAY PLAN UPDATE</u></b>													
			Update right of way plans	REGION WIDE	(0.00)	(0.00)										
				Funded	Design (PE)	Jul-95	Jun-13	985	247	247	247	247	247		2,220	*
								985	247	247	247	247	247		2,220	
			EASTERN REGION RIGHT OF WAY PLAN UPDATE (Total)					985	247	247	247	247	247		2,220	
Eastern		699964B I2	<b><u>EASTERN REGION DEVELOPER REVIEWS</u></b>													
			Negotiations with private developers to determine donations for mitigation of development impacts on traffic.	REGION WIDE	(0.00)	(0.00)										
				Funded	Design (PE)	Jul-99	Jul-13	1,070	535	535	535	535	535		3,745	*
								1,070	535	535	535	535	535		3,745	
			EASTERN REGION DEVELOPER REVIEWS (Total)					1,070	535	535	535	535	535		3,745	
Eastern		699971C P3	<b><u>EASTERN REGION PROPERTY MANAGEMENT</u></b>													
			Management of real estate assets	REGION WIDE	(0.00)	(0.00)										
				Funded	Right of Way	Jul-01	Jun-13	1,082	340	340	340	340	340		2,782	*
								1,082	340	340	340	340	340		2,782	
			EASTERN REGION PROPERTY MANAGEMENT (Total)					1,082	340	340	340	340	340		2,782	